

The entire line was open for travel on the 25th day of August, 1835.

The superintendent states, (page 114,) that "the execution of the whole line, 1,991,352 cubic yards, which was handled at a cost of \$661,530 08, or at the average cost 33 37.100 cents a yard, inclusive of grubbing, clearing and transportation."

Certain changes were made in the line at the final staking out for contract, which lessened the quantity to be excavated 82,285 yards below that contained in the estimate; and if addition be made for this, at the rate of 33 37.100 cents per yard, the actual cost, in case this saving had not been made, would have been \$691,988 58.

The quantum of masonry was 46,906 3-4 perches, and the actual cost \$275,177 21, at an average of \$5 86 62.100 per perch.

Increasing the quantity to 48,874 perches, the same as in the estimate, the actual cost would be \$280,841 29.

Then we would have had the cost of graduation at

\$33 37 per yard

\$691,988 58

And the cost of masonry at \$5 86 62.100 per perch

280,841 29

The superintendence and all other contingencies amount-

ed to the sum of (page 115, 16)

19,475 93

Total cost of graduation and masonry

\$992,305 80

And to be compared with the estimated amount

1,027,116 33

And the actual cost falls below the estimate in the graduation and masonry, 3 38.100 per cent.

\$34,810 53

At the same time about a quarter of a mile more distance was graduated than is included in the estimate.

The first tract of 30 miles and 107 57.100 poles, and 5 miles 130 43.100 poles of the second tract, make together 35 miles and 230 poles of single track completed. In relation to which the superintendent says:

"The whole cost of these 35 miles and 238 poles of railway thus laid and of 12 1-2 turnouts, including the cost of lumber, chairs, screw bolts, spikes, and the cost of all other material, (except the prime cost of the rails,) inspection, transportation, distribution, workmanship, superintendence, and all other contingent expenditures, has been \$156,627 86, being at the rate of \$4,381 96 1-2 a mile. In the above amount the sum of \$5,707 43 expended for suitable implements, sheds and workmanship necessary to straighten the rails and dress their ends, are included. The prime cost of the edge rail is assumed at \$50 per ton, and 63 tons are estimated to the mile, which makes \$3,150 a mile as the prime cost of the rails of a single track. This sum being added to the above, gives \$7,531 96 1-2 as the entire cost of a mile of single railway on this road, inclusive of the cost of 12 1-2 turnouts, or for the whole distance which has been laid, viz. 35 miles 238 poles, the gross sum of \$269,220 67.